MOSS NASSAU VICTOR IN 3.5 FERRARI

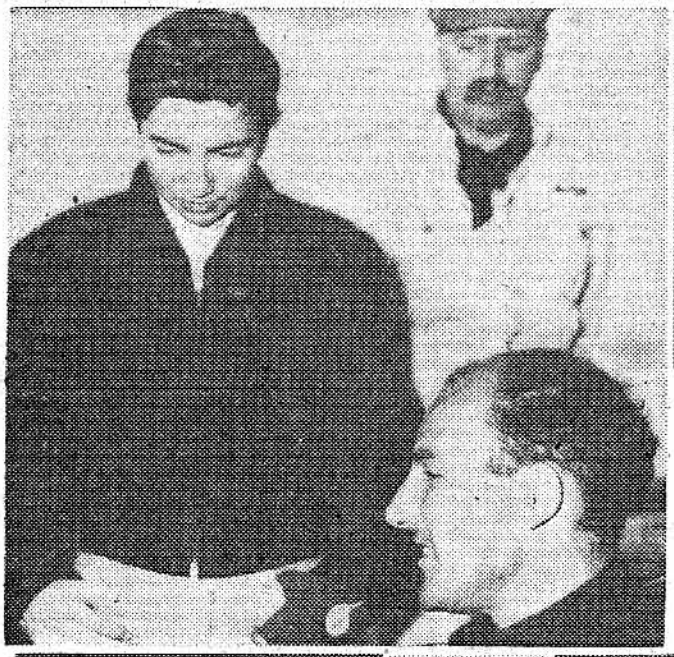
See Page 1

MOTOR RACING

Vol. 3—No. 5 (Published Bi-weekly) except last issue of calendar year Los Angeles, Calif. 15c © Dec. 13-20, 1957

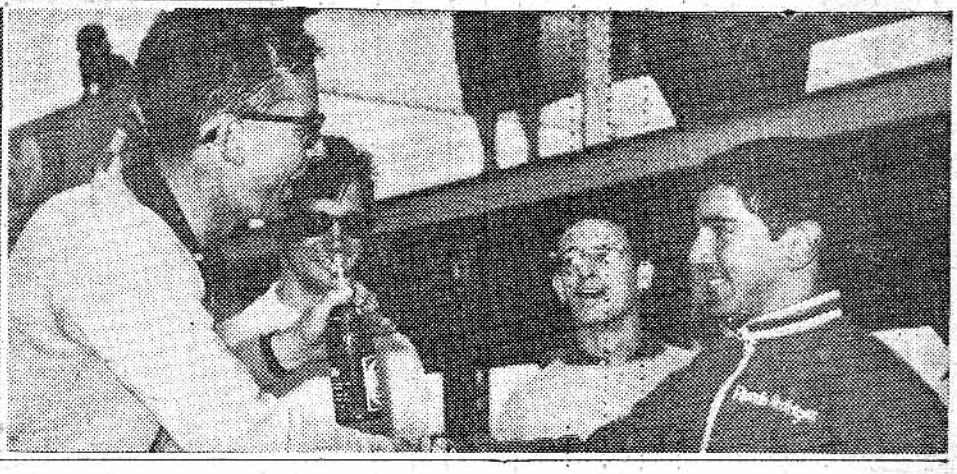
2 KILLED, 1 HURT IN CSCC RACES

See Page 1



—Bahamas News Bureau—Terence Malone

BAHAMAS SCENES—Two of the big hits during the Bahamas Speed Week at Nassau, Dec. 1-9, are shown in upper left—Ricardo Rodriguez, 15, of Mexico, looks admiringly at Stirling Moss, of England, winner of 250-mile feature in 3.5 Ferrari. Upper right: Carroll Shelby, 4.5 Maserati, 2nd, with Mechanic Joe Landaker. Lower left: Phil Hill after winning Governor's Trophy Race in 4.1 Ferrari. Lower right: Eddie Crawford, who dominated F class with Porsche RS, is congratulated by Ricardo, 8th overall in feature race.

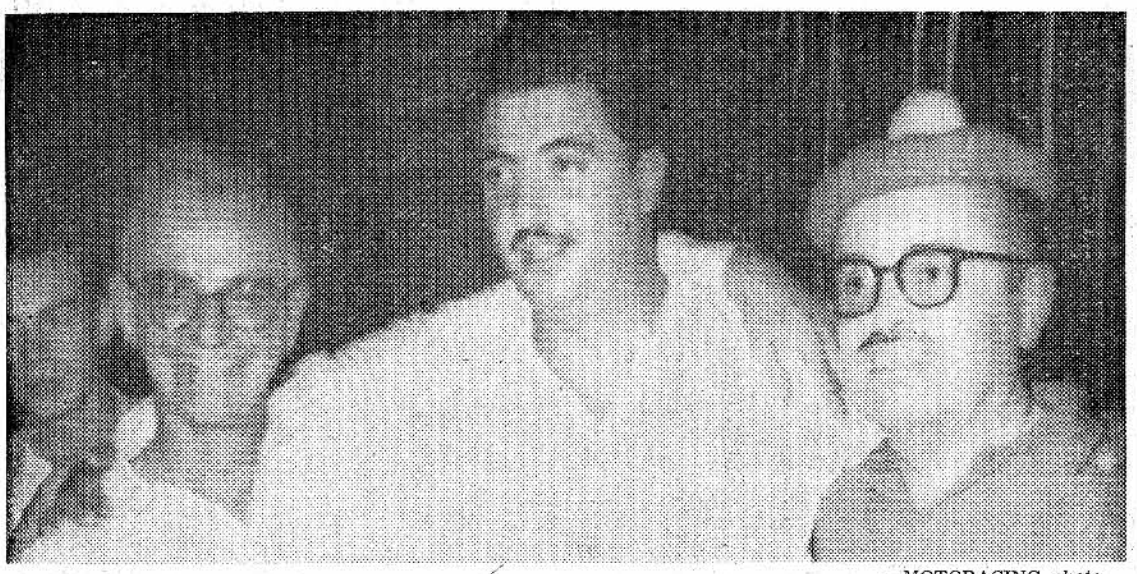


TEMPEST FOLLOWS MEXICAN RALLYE

See Page 1

MOTOR RACING

Vol. 3—No. 5 (Published Bi-Weekly) 15c 44 Dec. 13-20, 1957



—MOTORACING photo

HERE ARE the drivers who took the first 3 places in the $24,000 (U.S.) Rallye Nacional Mexicano Acapulco, an event that was followed by a storm of protest unheard of in the annals of sports competition. Fernando de Leeuw Murphy, center, was winner of first prize $8000 in Oldsmobile. Second was Fred Van Beuren, left, in Ford, while third was Juan Manuel Rullan, right, Mercedes-Benz 300SL. The "fix" and misconduct charges were made at the Victory Fiesta.

Mob Raises Big Mexican Rallye Protest Storm

BY GUS V. VIGNOLLE
MOTORACING Staff Correspondent

ACAPULCO, GRO., Mexico, Dec. 2—In one of the most riotous endings associated with any sporting event, 31-year-old Fernando de Leeuw Murphy was declared the winner here tonight of the big $24,000 Rallye Nacion-

More Photos—Page 4

al Mexicano Acapulco. He and his navigator, Guillermo Ancira, won in an Oldsmobile. Their first prize was $8000.

They had an 8-second error on the run from Mexico City to this fabulous seaside resort, a distance of 229 miles. The entire rallye, however, embraced from 813 to 999 miles, having started simultaneously from five different cities at 3 p.m. Saturday.

The rallye, which lured 217 cars and drivers from four countries, ended yesterday afternoon. But the dynamite came here tonight at the Las Hamacas Hotel, scene of a Victory Banquet that turned into an incredible, scandalous nightmare that bordered on riot.

CHARGES HURLED

A tremendous storm of protest resulted when most of the competing drivers refused to accept the official results. They charged the rallye was "fixed," among other things.

Bulk of the opposition came from Mexican drivers. The U.S. drivers sat back aghast at what
(Continued on Page 3, Col. 1-2)

—MOTORACING photo

NAVIGATOR for Rullan in Mexican rallye was Augusto Canovi, left, shown with Raymond Wright, who navigated for Van Beuren.

CSCC Names 9 Candidates

Four incumbents and five others will campaign for 6 berths of the California Sports Car Club's Board of Governors next month, according to Secretary Mary Hauser. If all 4 incumbents are returned, only 2 newcomers will join the Board.

Ballots will be placed in the mail the last week this month. Votes will be counted under Women's Sports Car Club supervision Jan. 31.

INCUMBENTS — Carlyle Blackwell, Dick Van Laanen, Perry Peron & Ray Frug. OTHER CANDIDATES— Ed Barker, Dave Bracken, Frank Monise, Sumner Bennett & Dr. John Benton.

Moss Victor at Nassau; Big Hit By Rodriguez!

BY GUS V. VIGNOLLE
MOTORACING Staff Correspondent

NASSAU, Bahamas, Dec. 8—Bahamas Speed Week—packed with loads of international sports car racing and more social activity than is good for the normal member of the human

Chart—Page 5
Photos—Cover Page

race—came to a smashing climax here today as Stirling Moss of England, the world's No. 2 driver, became the first two-time winner of the 250-mile Nassau Trophy Race.

He drove a 12-cylinder, 3.5-liter Ferrari, and for a guy who was pushing this particular Italian marque for the first time, the 28-year-old Briton did right well.

For he also won today's 100-mile Nassau Memorial Trophy Race in the same car.

HOT AVERAGES

His victory in the 250-miler around the new 5-mile Oakes course saw him average 101.603 mph. The time was 2h7m38s. In the 100-miler his average was
(Continued on Page 10, Cols. 1-5)

Finis la 1957--See You in '58!

This edition of MOTORACING marks the finale for 1957; the staff thus can enjoy a slight bit of holidaying for Christmas and New Year's Day. We wish our readers and advertisers the most fantabulous holiday greeting ever!

Our next edition goes to press Jan. 6 and will be dated Jan. 10-17, 1958. We suggest you start the New Year off in style by subscribing to MOTORACING, if you already haven't done so. If you're an advertiser, build 1958 sales early—start your schedule in our very next edition. Phone HO 2-6388 for all necessary data.

2 Die, 1 Gravely Injured In CSCC Paramount Races

By MAURY POWELL
MOTORACING Staff Correspondent

AGOURA, Calif., Dec. 8—Two drivers were killed and two others injured, one critically, during the California Sports Car Club's 5th running of the Paramount Ranch sports car road races here this weekend.

The multiple tragedies all but overshadowed young Dan Gurney's victory with Frank Arciero's 4.9 Ferrari in the hour-long over-1500cc main event. It mark-

Charts—Page 5-6
Photo—Page 3

ed the Riverside phenom's first major overall triumph during his brief but meteoric career and was somewhat remindful of the masterful job he turned in Nov.

—Marvin Reichler

JIM FIRESTONE
Crash Kills Pilot

17 when finishing second to Carroll Shelby in the SCCA National at Riverside International Raceway.

Bob Oker hit the clock 18 seconds behind Gurney in Joe Lubin's Aston-Martin, while third trophy went to smooth-driving Jerry Austin, 27 seconds astern of Oker, in a D-Jag. Gurney's average was 74.25mph for the 38-lapper on the two-mile course.

ONE LAP LEFT

One of the two deaths resulted from a mishap in today's feature. Popular Jim Firestone of Monterey Park had worked his way up into 6th from the early shuffling and had received the "one lap to go" bunting.

Just before Turn 2 he seemed to bobble, fighting for control. Some observers say a gust of wind hit the Frazer-Nash Bristol, formerly owned by Jim and Marion Lowe. The machine drifted to the right off the course onto the dirt shoulder, hit a stack of tires that marked a drainage dip in the course, then began flipping back onto the paved strip. Firestone was thrown out and was struck twice by the gyrating car. He was dead on arrival at Northridge Community Hospital, death being attributed to a crushed skull and neck.

It was later discovered that a
(Continued on Page 2, Col. 1-2)

Maserati Quits Race Activities

MODENA, Italy, Dec. 5—Repercussions were still being heard from the world-over following the recent announcement here from Officine Maserati that it would withdraw from racing competition.

It is believed Maserati's run of poor luck during the Grand Prix at Caracas, when virtually every Maser entered encountered mechanical failure or was involved in an accident, provided the powers-that-be with enough fodder to overcome a certain factory element still desirous of maintaining Maserati's racing scuderia.

Although an Associated Press story dated Dec. 1 credited Maserati with winning the world's racing championship, the facts are that this marque placed second behind Ferrari, which scored 36 points to 27 for the Masers. However, Juan Manuel Fangio, Argentina ace, did win the world's driving crown using Masers, outpointing Stirling Moss, Vanwall, 46-25.

The famous Trident marque was started in 1926 by the Maserati brothers. They sold out to a syndicate when beset by financial troubles in 1947, then later opened a new venture—Automobili OSCA.

Oddly, rumors of late in Europe centered around Ferrari's probable racing withdrawal, which is one of the reasons the brief Maserati communique came as somewhat of a surprise.

Fangio Easy Rio Victor

RIO DE JANEIRO, Dec. 8—Scoring his second straight triumph since returning to South America from European competition, World Champion Juan Manuel Fangio piloted a Maserati to a somewhat hollow victory here today over a field that included but seven other starters in the Gran Premio of Rio.

Fangio's time for the 62-mile, 30-lap grind at the Quinta Boa Vista course was 1 hr. 10 min. 40.5 sec. Runner-up at the nightmarish, twisting strip was Gino Munaron, Italy, also tooling a Maserati. Fangio was docked one minute for jumping the starting flag, but soon made this up.

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Corvette Shocks at Phoenix

By TOM WILSON
MOTORACING Staff Correspondent

PHOENIX, Dec. 8—It was bound to happen eventually, but in a surprise climax, the 75-mile main event at today's first Val-

Charts—Page 8

ley of the Sun Road Races was won by a Chevrolet Corvette expertly piloted by Bill Moore, local auto service specialist.

Although still a novice driver by SCCA rules and regulations, Moore demonstrated that he is no country hand at the wheel of a fast car. For 8 years he raced as a pro in stocks, sprints and roadsters and having served the probationary year is now interested in road racing, as regulated by SCCA.

THIRD SPOT

Moore's Corvette moved into third place in the first lap behind Alec Budurin's Hagemann Special and Charley Howard's new 2-liter Maserati. They kept that position until the 20th lap when Howard lost third gear and retired. Then Bob Donner, of Colorado Springs, moved into the third slot with his Porsche Spyder and Terry Hall took over fourth place with the Talbot G.S.

In the meantime, Budurin was stroking and had lapped every car but Moore's Corvette and was considered as good as in under the checkered flag. Just as he received the blue flag for the last lap, the spider gears in
(Continued on Page 9, Cols. 1-2)

• Racing Pow-Wow

By Maury Powell

TWO DEATHS MAR LAST CSCC RACE OF SEASON

(Continued from Page 1)

piece of chain that fastened his safety belt to the eye-bolt had broken.

The 11-turn Paramount course isn't a playground for anything as large and powerful as a 4.9 Ferrari, but Gurney had the red Italian-made car purring like a cream-sodden kitten. He got to the front early and dared anyone to overhaul him.

PREVIOUS WINNERS

Previous main-event winners here have been Harrison Evans, Ferrari Monza, Aug. 9, 1956; Ken Miles, Porsche Cooper, Nov. 18, 1956; Jerry Austin, D-Jag, March 10, 1957, and Chuck Daigh, Troutman-Barnes (Ford), June 16, '57.

Only Oker could get within stone-throwing distance with his Aston-Martin that was spotting the Prancing Horse marque about 2000cc. Oker may have been fortunate in securing second at that, for young Don Hulette fought his way into that berth for the 23rd and 24th laps, only to retire with steering troubles. Oker was also fighting his own car, whose rear shocks had gone out fairly early in the race.

Driving his Jag Special as if the sport were going to be outlawed, Hulette engaged Austin's D-Jag in furious combat from the third through the 12th laps. Unable to make the pass, Hulette for the next five circuits began playing a metallic tattoo on Austin's tailpipe, finally mousetrapping Austin behind Stan Peterson's Chev-Healey being lapped and shooting to the No. 3 berth on Turn 5, lap 18.

Hulette steadily closed a small gap within the next several go-'round, drew a bead on Oker and nailed him on Turn 6 on the 23rd lap, now running second by 20 seconds behind Gurney. However, Hulette made a quick visit to the pits to check his front end one lap later, dropping to fourth behind Oker and Austin. He zoomed out in hot pursuit, lost his mount slightly on Turn 6, grazing the guard rail, pitting once more when his steering felt blooey and he was out of contention. He came back onto the course for the last lap just to get the flag. He placed 8th overall and 4th in Class C.

It was later discovered that that his mount's torsion bar had broken loose from the frame, making it virtually impossible for him to steer to the right.

STERLING EFFORTS

Bill Love turned in an outstanding job with Lubin's Aston-Martin DB3S to gain fourth overall, two laps behind the first three, followed home by Al Cadrobbi, who also registered one of his best performances in his Porsche Carrera coupe. Still another sterling effort was that of Lew Spencer in Rene Pellandini's 1990cc Morgan Plus Four, nailing 6th overall and second in E production behind Cadrobbi.

Only 16 cars started the feature, of which 11 finished.

PICKERING SCORES

Ray Pickering eked out a 15-second win over Joltin' Jim Parkinson in the first event today, billed for production MGs only. Pickering averaged 66.4. Like the first two, the next three men—Herbert Jackson, Ed Stewart and Bruce Turner—were MGA-mounted. Sam Taylor's Mark II was tops among the under-1300cc brigade.

The under-1500cc main was a repetition of previous Miles-Kunstle tangles wherein Kenneth, seemingly faced with some engine trouble or other, ran second to Jean Pierre yesterday, then took him into camp handily today. Miles' winning average of 75.75mph for the 38-lapper even shaded Gurney's 74.25, it will be noted. Kunstle was 13 seconds back, the pair making silver blurs with their Porsche RS Spyders in 1-2 order for the entire hour-plus-12-seconds grind.

Nearly a lap-plus-1-minute behind the victor was Oker in Dusty Miller's Maserati 150S. Bob Drake had displaced him for third from the 8th to the 27th circuits in Lubin's Cooper Climax. About that time the Grand Prix Restaurant operator recalled that his charming blonde partner at the GP, Mary Davis, had a Women's Race date in the blue-and-white speedster, so, with utter disdain for a third-place trophy, he up and pulled into the pits so's the crew could prepare it for her.

Fourth behind Oker in the 20-car field was Jack Nethercutt, Lotus Eleven, followed by Miller in an MG Special. Frank Monise was doing a bang-up job in his familiar blue Lotus Eleven, battling from far back into fifth at the 12-lap mark, but dropping out of serious contention when forced to pit on the 24th. Again non-finishers were high, only 12 being accounted for when the checkered flag fluttered.

Linda Scott won out in the "battle of the blondes," tooling Love's AC Bristol to a 29-second defeat over Mary Davis. Third went to Betty Shutes, Porsche Spyder, while fast-improving Joan Hirsh was fourth in a Volvo Special. Linda averaged 68.2mph for the 16-miler.

Consistent as they come, Austin again was the No. 1 boy in the over-2000cc production feature today in the usual C. S. Mead red Corvette. Love was 45 seconds astern in the Bristol, then came three more Corvettes—Andrew Porterfield, Bert Ruttman and Bob Dickson. Jerry's average was 70.4, going 18 laps in 30m. 40sec.

Today's third race was a hodge-podge of under-1100cc modifieds, under-2000cc productions and Formula IIIs, a total of 39 going postward. Ronnie Bucknum gained the checkered a scant 5 seconds ahead of Jimmy Moore, both facing life with Porsches. A remarkable third was Jean Geslin in a Cooper Norton, which made the Formula III throng mighty happy. D. D. Michelmore was fourth, Porsche, and Bill Dixon, fifth, SIATA. Harry Morrow actually was dicing like blazes with Geslin, but his III mount blew about 5 laps before the finish. Bucknam averaged 70 for the 18-lap go, with 30 finishing.

Three spectacular accidents marred yesterday's races, slated as the 1957 CSCC finale with today's program. First tragic note was struck during practice when Hugh Woods' sent his Corvette directly into the steel guard rail entering Turn 1. He evidently noted the barrier too late, turned slightly sideways and crashed with tremendous force. The steel sliced through the car's left side and severed his right leg just below the hip. His left leg and both arms sustained fractures. He was rushed unconscious and bleeding badly to the Northridge Community Hospital for surgery and treatment.

MISHAP DUPLICATED

Observers said virtually the same thing happened to George Sherrerd III, Jaguar XK120M, competing in Race 4 for big-bore production cars. Only Sherrerd's mount hit the raw steel end still projecting from the earlier mishap, and the metal slashed through the car's left side, pireced his body and passed com-

(Continued on Page 3, Col. 5)

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LETTERS to the Editor

LE CERCLE REBUTTAL

Open letter to Dolores and Bob Montgomery, Los Angeles 45, Calif.:

Dear Mr. and Mrs. Montgomery: Your recent letter published in MOTORACING has been called to my attention, entitled "Le Cercle Opposition." I am answering this letter inasmuch as I am very active in Le Cercle d'Elegance, being vice-president, and am very much interested in local Concours. With one exception (this Concours being a private affair), I have attended every Concours held in Southern California in the last two years.

I would like to know who are the wealthy members of our board. We are all working men. That includes everyone on the board. Please inform me where the wealth is supposed to lie in our organization.

All our Cercle Concours d'Elegance meetings are always held open to the public and we always have outside visitors. I cannot recall ever seeing you at such a meeting and inasmuch as we have no secret meetings I think it would be an excellent idea if you attend one of these meetings and see what transpires as we never have secret meetings. If we have any dissatisfaction among the present members they have failed to register any complaints and I might say that at our last meeting a complete vote of confidence and thanks was given to our most able president, Mr. Bob Fink, giving him credit for the wonderful work he has done. You should come to one of our meetings and see what takes place.

Your accusation about the top brass of Le Cercle Concours d'Elegance not patronizing other Concours Shows is an untruth. All of our members patronize other Concours than our own. I know because I am at all of these Concours and with one possible exception (a private Concours), the majority of all of our members attend every Concours held in Southern California. The only one that has not attended these Concours is Bob Fink our president, who does not enter his car in any Concours, with the exception of one, during his reign as president. The reason for this being that he has had his hands full doing the fine, conscientious work he has done in the engineering job of running our Concours. This has certainly been a full-time job.

Further, I would like to state that I have done better in outside Concours in the way of trophies than I have at our own Concours as I have registered a first in class in every one of the outside Concours save one, whereas my record is not nearly so good with Le Cercle Concour d'Elegance. I would also like to call your attention to the fact that in proportion, those other than members of Le Cercle d'Elegance have won more firsts and best-to-show at the so-called exclusive Le Cercle Concours d'Elegance Concours than our own members. Why don't you check the facts and the winners of these so-called private Concours before making such accusations as you have in your open letter?

Now, as to the judges. Le Cercle Concours d'Elegance appoints different judges at every different Concours. These judges are rotated and the judges do not know when judging the cars, whether the entry is a Le Cercle Concours member or an outsider. They judge on points. They are as fair and as impartial as any judges can be. Le Cercle Concours d'Elegance never gives the judges a list of our own members. The cars that are being judged are all treated alike.

Naturally, it costs more for a non-member to attend a Concours run by Le Cercle d'Elegance than a member. Our own members have many dues to

(Continued on Page 11, Col. 1)

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SPORTS CAR-TOON ★ ★ By Bill Harmer

Leaders Tie in Modified Classes as Season Ends

Deadlocks feature the over- and under-1500cc categories in the final 1957 Pacific Coast Racing Standings as the season ground to a halt following the CSCC's 5th running at Paramount Ranch Dec. 7-8.

In the big-bore class, where John von Neumann and Richie Ginther own 92 points, highlights included Bob Oker's move from 7th into 4th, and Dan Gurney's tying Phil Hill for 9th after being a virtual unknown earlier this season. With Sam Weiss idle, Ken Miles collected 11 points at Paramount to knot him for first at 117 points.

Bill Love maintained his big-bore production lead, as did Lew Bracker in the under-1500cc productions. The standings include 22 races this season—3 each at Pomona and Paramount, 2 each at Santa Barbara Palm Springs, San Diego and Riverside, and 1 at Stockton, Hawaii, Salt Lake, Santa Rosa, Cotati, Arcata, Sacramento and Laguna Seca.

(Points are awarded for both days of racing for first 6 places on 6-5-4-3-2-1 basis. Compiled by ERIC HAUSER.)

OVER 1500cc MODIFIED

1.	John von Neumann, Ferrari	92
1.	Richie Ginther, Ferrari	92
2.	Carroll Shelby, Maserati	57
3.	Chuck Daigh, Troutman-Barnes	51
4.	Bob Oker, Aston-Martin	39
5.	Bob Drake, Aston-Martin	36
6.	Pearce Woods, D-Jaguar	35
7.	Jerry Austin, D-Jaguar	34
7.	Eric Hauser, Balchowsky	34
8.	Bill Murphy, Buick-Kurtis	21
9.	Phil Hill, Ferrari	20
9.	Dan Gurney, Ferrari	20
10.	Pete Lovely, Ferrari	19
10.	Gordon Glyer, Austin-Healey	19
4.	Bob Drake, Cooper	59
5.	Frank Monise, Lotus XI	52
6.	Ignacio Lozano, Lotus XI	38
7.	Eldon Beagle, Porsche 550	30
8.	Pat Pigott, Lotus XI	29
9.	Joe Playan, Porsche RS	26
10.	Doug Snow, Panhard	22

* * *

UNDER 1500cc MODIFIED

1.	Ken Miles, Porsche RS	117
1.	Sam Weiss, Porsche RS	117
2.	Jack McAfee, Porsche RS	76
3.	J. P. Kunstle, Porsche RS	60

* * *

OVER 1500cc PRODUCTION

1.	Bill Love, AC Bristol	103
2.	Jerry Austin, Corvette	79
3.	Gordon Crowder, AC Bristol	67
4.	Jack Bates, 300SL	65
5.	Bob Oker, AC Bristol	57
6.	George Spears, Porsche Spd.	48
7.	Jim Parkinson, Austin-Heal.	39
8.	Ron Bucknum, Porsche Spd.	36
9.	Bill Dixon, SIATA	35
10.	Ron Ellico, 300SL	33

* * *

UNDER 1500cc PRODUCTION

1.	Lew Bracker, Porsche Carr.	78
2.	E. Forbes-Robinson, Porsche	47
3.	Jim Moore, Porsche Spd.	46
4.	Willie West, Alfa Romeo	45
5.	Gary Nelson, Porsche	34
6.	Ed Barker, Porsche	33
7.	John Lumkin, MGA	26
8.	Ed Vincent, Porsche	25
9.	Ray Pickering, MGA	24
10.	Skip Hudson, Porsche	23
10.	D. D. Michelmore, Porsche	23
10.	Bob Brigham, MGA	23

ASTON-MARTIN TEAM

LONDON, Dec. 3—Five team drivers have been announced by Aston-Martin for 1958 competition. They are: Jack Brabham, Roy Salvadori, Tony Brooks, Peter Whitehead and Team Manager Reg Parnell. A sixth driver is yet to be announced. The David Brown Co., which builds A-M, hinted it would likely be seen at most major European events.

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• Vignettes

By Gus V. Vignolle

MEXICAN RALLYE BANQUET TURNED INTO NEAR-RIOT

(Continued from Page 1)

they witnessed at the big open-air party staged in this steaming tropical city.

Best effort by the Americans was produced by the Pasadena, Calif., newlywed duo of Maxine Royer and her navigator husband, Don, who tied for 38th in a Corvette. They won $80, which was the exact amount of the entry fee. Their error was 63 seconds.

Only three checks were awarded—to the last three in the money. Then all hell broke loose. The officials of the Associacion Nacional Automobilistica (ANA), which organized the event, were booed and rousted off the platform.

WILD DISORDER

The microphone was actually taken away from the officials by those protesting the decisions, and from that moment on a scene of wild disorder ensued for two riotous hours.

Many of the sharp attacks launched at the rallye organizers were initiated by a group of four or five youths plainly under the influence of liquor. The drinks were gratis at what started as a gala fiesta in a beautiful palm grove skirting the harbor.

The beefs, stemming chiefly from the group that started in northern Torreon, were varied. This segment, however, is not to be identified with the drinkers.

Vocal accusations ranged from the charge that de Leeuw Murphy is in the "employ of Enrique Martin Moreno" of ANA, general director of the rallye, to the complete absence of workers at some of the checkpoints. The first point could not be confirmed, although the winner is in "the automobile business." Regarding the second, officials themselves admitted that "some workers had left their checkpoints early."

Another charge was that the chronometers used were not synchronized.

GIVES UP MIKE

Martin Moreno attempted to give the official association's version before the microphone, but the ruckus who so vociferous that he was forced to give it up.

Succeeding him at the mike and leader of the Torreon protestors was Dr. Rodriguez Miranda, who demanded complete cancellation of the event. He was followed by Rosa Maria Ortiz de Nava, driver of a Porsche, who tied with the Royers for 38th place.

Still other irate orators took the podium and shouted that the 300,000 pesos ($24,000 U.S.) be turned over to the Mexican Red Cross. Additionally, some dissentors said they would seek a break with FIA as the governing body of automotive events in this country.

Second place finisher and winner of $4000 was the tandem of Fred Van Beuren, formerly of Los Angeles and now of Mexico City, and his navigator, Raymond Wright, young American architect who has been living in the Mexican capital for the past five years. They were in a Ford and had a 12-second error.

NEW ENGINE

Three days before start of the rallye, during a trial run over the Acapulco-Mexico City road, they broke a crankshaft and the next day placed a new engine in the car. It had only 80 miles at the start of the rallye.

Third went to Juan Manuel Rullan, president of the powerful RODA club, and Augusto Canovi, Mercedes-Benz 300SL. They had a 15-second error, and their prize amounted to $2400. In 4th place were Gilberto Valenzuela-Mario Mercador, Ford, 16 secs., $1600. Two duos tied for fifth—Carlos R. Guinea-Alfredo Tourne, Ford, and Juan Proal-Andres Signoret, MG, each with a 20-sec. error. Each pair collected $720.

Of the cars in the money, 27 were Detroit products and 13 of foreign manufacture.

Members of the RODA Club dominated the rallye. They had 29 entries out of the 217 cars entered and took the first five places. RODA drivers snared 18 out of the 40 in-the-money places and they carted off 232,416 of the 300,000 pesos making up the rich prize funds. Between this club and the French Club, they took 26 of the 40 cash awards.

As close as we could figure out, about 15 cars were entered from the U.S. Where they finished, with the exception of the Royers, is unknown at this writing.

ONLY 21 OUT

Of the 217 cars, 166 were from Mexico City route, which took them to Veracruz, Orizaba and Puebla, then back to the capital and from there to this Pacific port. The total distance was 813 miles. One hundred ninety-six reached Acapulco from the five starting points, with 21 dropping out with mechanical troubles.

Only three of the 40 cash prize winners did not run the Mexico City route. They were Luis Ramirez-Arturo Wenzel, Volkswagen, 42 secs., tied for 27th; Carlos Garcia-Eduardo Tovalina, Dodge, 57 secs., 35th, both departing from Puebla, and the Royers, who topped the Torreon contingent.

Here is the car breakdown from the five cities (Monterrey was withdrawn as one of the original starting points and entries there were routed to Torreon, which was the longest route, 999 miles): Mexico City, 166; Puebla, 11; Leon, 4; Guadalajara, 16; Torreon, 20.

O'SHEA POPULAR

Most noted American drivers were Paul O'Shea, of Port Chester, N.Y., this year's top SCCA National point winner, and Ken Miles, of Hollywood. O'Shea, who attracted the most attention among visiting pilots, drove a Mercedes-Benz 300SL owned by Allen Guiberson, the Dallas oilman. His navigator was Gordon Barry, former Mexico City airlines executive now living in Los Angeles. They started from Torreon and did not figure in the money.

Miles was teamed with Nick Marechal in one of the three Simcas entered by Willy Witkin of Simca Sales in L.A. that left from Guadalajara. The other two were piloted by Marvin Patchen and Bert Johnston, with Dick Flude and Dick Kermode as navigators. Marechal, Flude, Kermode and Howard Frank, who navigated for Ignacio Lozano (a Porsche Carrera owned by Johnny Porter), are considered among the best rallye men in the U.S., yet their combos failed to place in the first 40. All are Southern Californians.

Fifth U.S. duo leaving from Guadalajara was comprised of Ken Sharp, San Diego, and Don McQuilken, La Jolla, Calif. They were in a Porsche.

The Guadalajara contingent was started by Jorge Garabay, popular president of the livewire Guadalajara Auto Club Velocidad, and John Malone, the Mexicophile and Simca pubreller from Los Angeles. Malone and George Cary, the L.A. SCCA racing coordinator, were on hand to complete arrangements for a big rallye and race plan-

(Continued on Page 4, Cols. 3-5)

—MOTORACING photo

OWNER Frank Arciero, left, congratulates Dan Gurney, 26-year-old Riverside whiz, after latter won hour-long feature of Paramount Ranch meet in 4.9 Ferrari. This marked Gurney's first overall win for big-bore modified competition, it being his second start in this league. He was second in this car recently in SCCA National at Riverside.

—Lester Nehamkin photo

HUGH WOODS
Loses Leg in Mishap

Gurney Scores

(Continued from Page 2)

pletely through and beyond the trunk compartment. Death was instantaneous.

Past history shows that Turn 1 has rarely been a trouble-producer at Paramount, the concensus being that both drivers went into the corner "too hot."

Rolf Roth provided the next hair-raising episode during the very next event, when his light Formula III mount flipped entering the stretch out of Turn 11. He was suspended upside down as the machine skidded some 50 feet, being saved from serious injury by a sturdy roll-bar. Too, his helmet withstood the scraping, being worn just through to the tip of his hair when the car finally stopped. Roth came out of it was a small bone break in his left wrist.

Gurney won the modified big-bore 10-lapper by 3 seconds over Oker. Kunstle nipped Miles by 0.25sec. in the under-1500cc prelim. Willie West won the under-1300cc production dicer with an Alfa Romeo Spyder, while Jimmy Moore became one of the few persons in the "I Beat Lew Bracker" Club this season in the 1300-1500 production go.

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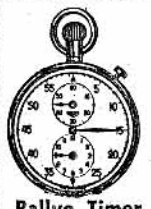

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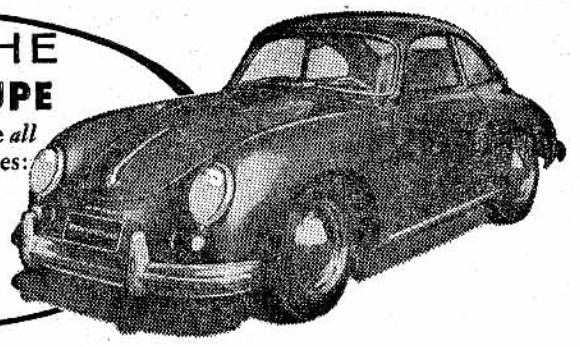

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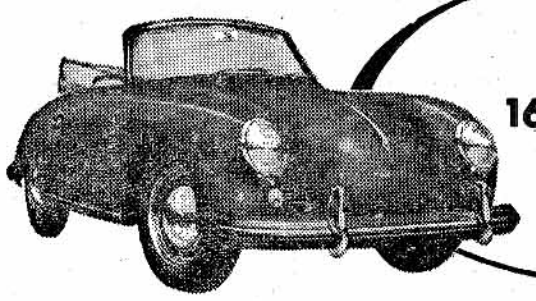

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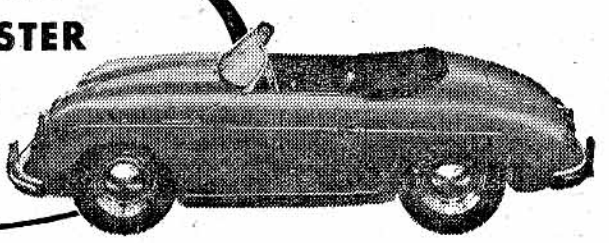

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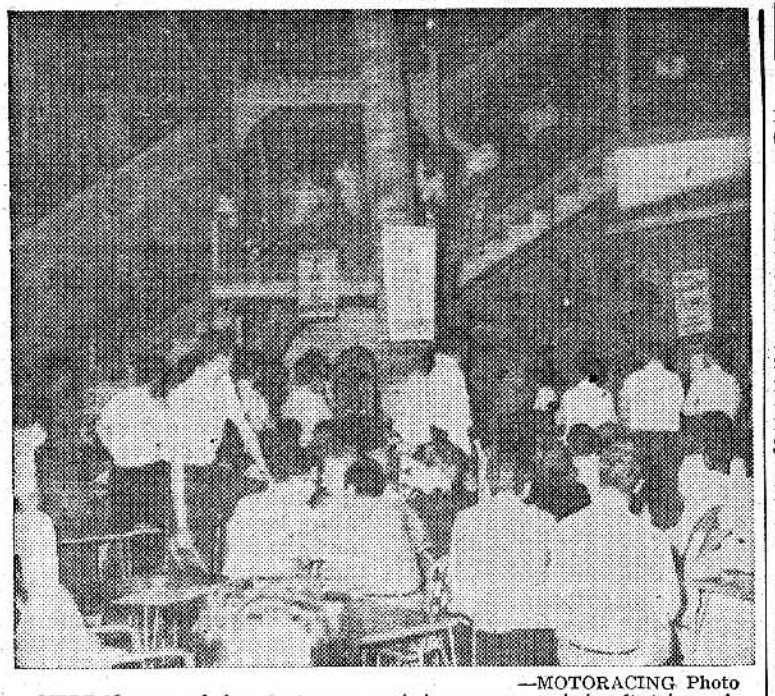

—MOTORACING Photo

HERE IS part of the rioting crowd that protested the finish and conduct of the $24,000 (U.S.) Mexican rallye at Las Hamacas Hotel grounds in Acapulco, Gro., Mexico. Scene is at Victory fiesta, where only three of 40 cash awards were made. Officials were booed off the platform. Protesting speakers can be seen on balcony.

—MOTORACING Photo

ONE OF protestors points admonishing finger prior to the fiesta at Enrique Martin Moreno, extreme left, director of the event. At protestor's elbow is Pedro Viyao de la Prida, one of rallye's sports commissioners.

—MOTORACING Photo

AT RALLYE Victory fiesta, Martin Moreno attempts to address crowd from balcony, but he soon had to give way to opposition, which took over microphone.

—MOTORACING Photo

HEAVY opposition came from the group that started from Torreon. Leader was Dr. Rodriguez Miranda, who tells crowd of the many mistakes that were made.

Santa Monica FCCA Elects Piercy Prexy

The Four Cylinder Club's Santa Monica Chapter elected Bob Piercy to head the club for the coming season. Bob was rallymaster of this past seasons record-smashing Rallye d'Oro III.

Chosen to serve with Piercy were: Lloyd Dunham, Vice-President; Betty Venable, Secretary and Gail Holden, Treasurer. Newly elected to the Club's Board of Directors were: Al Nesbitt, Ed Warren, Gayle Preston, Larry Harris, Burton Harrison, Ray Moyer and Bruce Pollock.

CORVETTE SURPRISES

BRUSSELS, Belgium, Dec. 1—Class winners during the recent Tour de Belgique included: Citroen 2CV, very small cars; D. B. Panhard, 500-1000cc; Alfa Romeo Giulietta, 1000-1300cc; Porsche, 1300-1600cc; and Chevrolet Corvette, a surprise in the open category.

—MOTORACING Photo

EVEN AN attractive woman driver was dissatisfied and addressed the throng. She is Rosa Maria Ortiz de Nava, who tied for 38th in a Porsche.

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De Leeuw Murphy Wins Rallye in Olds; Big Protest!

(Continued from Page 1)

ned for the Jalisco city on Feb. 6-7-8-9.

GLASSETTS GO

In addition to O'Shea-Barry and the Royers, the other Americans departing from Torreon, in the north central part of the Republic, included Walt Glassett, Burbank, one of the major rallye drivers in America, and his 15-year-old son, Wally, in a Porsche; Dewey Blackman, Jr.-Bernard Herstein, MG-A; A. Connant-John Corcoran, MG-A; Bob Schroeder-James Binford, Chevrolet; A. A. Smith-J. W. Bones, Ford; Richard Anderson-Gerald Aarons, Porsche, and Scott and Grace Denison, Volkswagen.

George Holland, Pacoima, Calif., the prominent auto parts manufacturer and car fancier, sponsored two cars that ran into tough luck. One was a Volvo, driven by the noted Swedish Grand Prix driver, Joakim Bonnier, and navigated by Bengt Herrmann. The distributor points broke shortly after leaving Mexico City. They were able to get 11 miles this side of Taxco. An American stopped and towed them to Taxco, where the machine was repaired and driven on to Acapulco.

The other was a 1953 Cadillac owned by Dr. Armando Moraila, Jr., of Mexico City, who navigated The driver was Les Scott, Pacaima, Calif., the USAC stock car driver. They had brake cylinder trouble five miles out of Mexico City. Driving 10 miles without brakes—enough to drive Moraila crazy—they stopped in Cuernavaca for repairs, but arrived more than 15 minutes late at the next checkpoint. That disqualified them. However, they made up their lost time, arriving in Acapulco only one minute late.

Although the victory of de Leeuw Murphy was surprising to many, he is no Juanito-come-lately in the Mexican auto world. He was the only Mexican member of the powerful Lincoln team, which was headed by Chuck Stevenson and won the 5th Pan-American Mexican road race. He also has figured prominently in other Mexican races and rallies. In other words, he is not just a Latin speed guy.

WE SAY "LEGAL"

This writer firmly believes that his win should not be discredited and that it was clearly legal and on the up-and-up. Until PROOF comes up to the contrary, that will be my belief. After all, he had run the Mexico-Acapulco route seven times while preparing for the event.

Another Mexican, J. Luis Gomez, who placed 18th in a Pontiac, traversed the route 32 times in trial runs! He and his crew had painted all of their markers along the roadway, and once made the 229-mile trip in 3½ hours!

Van Beuren, who was second, also is an accomplished rallye expert. He won the recent 24-hour rallye staged by the Club Automobilistico Frances of Mexico with a fantastic 4-second error. And Rullan, who was third, took 12th in the French rallye with an error of 14 seconds.

KNEW ROADS

Of the competing Mexicans, 50 had plenty of rallye experience and, what is important and significant, is that they knew the roads, over high mountains more than a mile high to sea level, and the weather conditions ranging from snow, fog and bitter cold to the steaming and enervating tropical heat of Acapulco. These drastic changes affected the watches and the Mexicans were prepared for this. The official chronometers used were kept in refrigeration until start of the event.

The Americans, outside of Royer, Glassett, Flude, Kermode, Marechal and Frank of So. Calif., and perhaps Bernard Herstein and John Corcoran of Texas, were not rallye competitors in the strict sense of the word.

Most of the people down here could not understand why O'Shea and Miles were out of the money. What they don't realize is that O'Shea and Miles are top sports car race drivers, not rallyists.

The Americans thought they had this thing in the bag, but it was not a U.S.-type event. They found it tougher to zero in the kilometer points, which certainly varied, instead of from the odometer as in the U.S.

KILOMETERS VARIED

Glassett, who summed it up neatly when he said practice would have helped the Americans greatly, found a definite variation between kilometer points as he drove from Juarez to his starting city.

Furthermore, all drivers had

(Continued on Page 8, Col. 3)

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5TH RUNNING PARAMOUNT RANCH SPORTS CAR ROAD RACES. Presented by California Sports Car Club. Course—2 miles. Compiled by Long Beach MG Club Scoring Team under DOUG BAILEY, Scoring Marshal. Data on non-finishers by MARIE DIXON, Women's Sports Car Club.

SATURDAY, DEC. 7, 1957

RACE 1—Prod. under 1300cc and under 1300cc MG's. Time: 18m 20sec. Laps: 10. Avg. 65.5. Miles: 20.

Pos.	Car No.	Secs. Behind	Name	Car	Class Position F
1	263		West, Willie	Alfa Romeo Spyd.	1
2	237	24	Taylor, Sam	MG Mk. II	2*
3	20	25	Patton, Robert	Alfa Romeo Spyd.	3
4	0	25.5	Honeter, Jim	MG TF	4*
5	710	44	Dixon, Harold	MG TF	5*
6	148	50	Davis, William	MG TD Mk. II	6*
7	92	51	Gleghorn, Jack	MG Mk. II	7*
8	172	55	Fahey, Patrick	MG DT	8*
9	31	1L4	Yearian, Tom	MG TD	9*
10	198	7	Caselton, Donald	MG TD	10
11	3	8	Hensley, Cliff	MG TD	11*
12	135	23	Steube, William	MG TD	12*
13	61	30	Carter, Phil	MG TD Mk. II	13*
14	131	58	Beard, George	MG TD	14*

*Indicates under 1300cc MG.
Did not finish—197, Mike Roetner, Alfa Romeo, threw rod thru block.

RACE 2—Prod. 1300cc-1500cc. Time: 17 m. 05sec. Laps: 10. Avg. 70.2 Miles: 20.

					F
1	72		Moore, Jimmy	Porsche Sup. Spd.	1
2	113	27	Bracker, Lew	Porsche Carrera	2
3	67	29	Parkinson, Jim	MGA	3
4	24	31	Barker, Ed	Porsche Spdstr	4
5	89	40	Pickering, Ray	MGA	5
6	54	64	Hammond, M.	Porsche Spd	6
7	139	71	McCord, Sam	Porsche	7
8	111	73	Lumkin, John	MGA	8
9	186	104	Jackson, Herbert	MGA	9
10	126	111	Stewart, Ed	MGA	10
11	251	1L1	Chaffee, Jim	MGA	11
12	30	2	Turner, Bruce	MGA	12
13	00	12	Davis, Loyal	MGA	13
14	55	17	Freutel, Ed	MGA	14
15	45	62	Goda, Sam	MGA	15

Did not finish—19, D. D. Michelmore, Porsche Carrera, too much lining on brake shoes; 194, Frank Nichols, MGA, blew hole in head.

RACE 3—Prod. 1500cc-2700cc. Time: 17min. Laps: 10. Avg. 70.6. Miles: 20.

					D	E
1	195		Love, William	AC Bristol		1
2	331	1.5	Bucknum, Ronnie	Porsche Spdst.		2
3	192	24	Spears, George	Porsche Spdst.		3
4	145	42	Spencer, Lew	Morgan Plus 4		4
5	711	50	Dixon, Bill	Slata		5
6	4	63	Eastman, Richard	AC Bristol		6
7	48	71	Crowder, Gordon	Porsche		7
8	163	82	Breskovich, Jack	Austin-Healey	1	
9	164	87	Windhorst, Bob	Austin-Healey	2	
10	117	92	Keenan, Pat	Porsche Spdst.		8
11	11	92.5	Teichen, Chuck	Porsche Spdst.		9
12	146	93	Pryor, Hugh	Austin-Healey	3	
13	7	104	Harris, Robert	Austin-Healey	4	
14	252	105	Coffin, James	Austin-Healey	5	
15	84	1L9	Doushkess, Bill	TF 3		10
16	233	57	Morton, Arthur	Austin-Healey	6	
17	157	5L44	Duncan, George	AC Ace Bristol		11

Did not finish—11, Bob Mille, A-H, ??; Frank Quattrocchi, TR3, lost a wheel; 97, Tom O'Neil, A-H, ??; 185, Bill Watkins, Arnold Bristol, float valve in front carb came loose.

RACE 4—Prod. over 2700cc. Time: 17m. 15sec. Laps: 10. Avg.: 69.6. Miles: 20.

					C	D
1	58		Austin, Jerry	Corvette	1	
2	283	11	Porterfield, A.	Corvette	2	
3	98	15	Ruttman, Bert	Corvette	3	
4	228	15.5	Fletcher, Robert	Mercedes-Benz		1
5	166	55	Dickson, Bob	Corvette	4	
6	93	56	Evans, Art	Jag XK 120	5	
7	158	59	Byrd, Bob	Corvette	6	
8	17	88	Harris, Bob	Jag XK 120	7	
9	34	97	Brown, Wayne	Corvette	8	
10	10	1L82	Diaz, John	Jag XK 140	9	

Did not finish—36, Norman Hart, Jag XK120, went off course; 46, Chuck Brassell, Corvette, mechanical failure; 70, George Sherrerd, Jag XK120M, hit Turn 1 guard rail, crashed; 180, Jerry McGee, Corvette, blew engine only 40 ft. from finish; 256, Gerald Aarons, Corvette, poor handling; 300, Vince DeCarlo, Corvette, blew tire on Turn 1; 314, Bill Gaskins, Corvette, black-flagged.

RACE 5—Formula III, Formula Libre, Formula II. Time: 15m. 20sec. Laps: 9. Avg.: 70.4. Miles: 18.

					III	II
1	24J		Drake, Bob	Cooper Climax		1
2	501		Morrow, Harry	Cooper Norton	1	
3	521		Boskoff, George	Boskoff Matchless	2	
4	512		Rogers, Dick	Cooper Norton	3	
5	516	1L	Frank, Jim	Cooper JAP	4	
6	506		Lamoreaux, T.	JAP	5	
7	522		Gaylord, Les	JAP	6	
8	535	3L	Nethercutt, Robt.	Cooper Norton	7	

Did not finish—16, Bill Pollack, Cooper Climax, split transmission; 507, Tom Bailey, Echo Norton, carb trouble; 510, Jean Geslin, Cooper Norton, stopped to help Rolf Roth; 524, Rolf Roth, Cooper Norton, hit hay bale leaving Turn 11 and flipped; 526, Charles Nerpel, Andre's Spec., stalled; 531, Bill Benck, Cooper JAP, hit rail on Turn 5.

RACE 6—Mod. under 1000cc. Time: 17m. 58sec. Laps: 10. Avg.: 66.8. Miles: 20.

					H
1	131		Parkinson, Jim	Renault DB	1
2	33	55	Wilder, Jack	Nichols Panhard	2
3	66	56	Molle, William	Nichols Panhard	3
4	32	73	Holbrook, Robert	Crosley Spec.	4
5	1	77	Shea, Mike	Nardi-Danese	5
6	114	81	Bucklein, Stan	Panhard DB	7
7	75	91	Burgraff, H. C.	Nichols Panhard	6
8	68	1L13	Starbuck, James	Moretti Rdst.	8
9	53	44	Schapel, Rod	Crosley Spec.	9
10	221	2L41	Edmiston, Walker	Fiat Crosley	10

Did not finish—28, Morry Stilwell, Crosley Spec., ??; 56, Dr. Doug Snow, Nichols Panhard, mechanical failure; 207, Don Miller, Crosley Spec., ??; Rico Verrecchia, Crosley Spec., ??.

RACE 7—Mod. 1000cc-1500cc. Time: 16min. Laps: 10. Avg.: 75. Miles: 20.

					F	G
1	118		Kunstle, Jean P.	Porsche Spyd.	1	
2	50	0.25	Miles, Ken	Porsche Spyd.	2	
3	81	34	Oker, Bob	Maserati 150S	3	
4	91	53	Mayer, Harvey	Lotus Mk. IX		1
5	100	59	Buchanan, George	OSCA	4	
6	27	60	Conklin, Skip	Lotus LeMans		2
7	37	61	Peterson, Stan	MGA Simca Spec.	5	
8	102	79	Nethercutt, Jack	Lotus Mk. XI		3
9	87	93	Nau, Paul	Lotus Mk. XI		4
10	26	105	Hand, Bud	MG Spec.	6	
11	121	1L33	Walker, Chuck	PMG Mistrial	7	
12	8	38	Miller, Dusty	MG Spec.	8	
13	40	48	Kirby, Robert	Porsche 550 RS	9	
14	150	54	Lynch, Joe	Lotus Climax		5
15	25	54.5	Chaffee, Jim	MG Spec.	10	
16	202	94	Shaw, William	MG TD Spec.	11	
17	147	2L32	Mullen, Bob	MG Spec.	12	
18	209	36	Bingham, Richard	MG TD	13	

Did not finish—44, Frank Monise, Lotus XI, broke universal joint; 210, Jaelav Polak, Porsche, failed to understand flags, pulled into pits.

RACE 8—Mod. over 1500cc. Time: 15m. 55sec. Laps: 10. Avg.: 75.4. Miles: 20.

					B	C	D	E	FL
1	69		Gurney, Dan	4.9 Ferrari		1			
2	59	3	Oker, Bob	Aston-Martin			1		
3	133	18	Austin, Jerry	"D" Jag		2			
4	204	20	Hulette, Don	Jag Spec.		3			
5	21	32	Dolden, Harold	Sparks-Bon. Sp.	1				
6	101	71	Peterson, Stan	Chev-Healey		4			
7	184	71.5	Livingston, Frank	Elim. Chev. V8					1
8	155	72	Erb, Harold	MG TC				1	
9	178	73	Love, Bill	Aston-Martin			2		
10	23	93	Timanus, John	Lotus-Climax				2	
11	124	102	Firestone, Jim	Frazer-Nash				3	
12	274	1L20	Priest, Eric	Volvo Spec.				4	
13	137	24	Sohus, Robert	Sohus-Larkin Merc.		5			
14	122	101	Dunbar, David	Merc. Spec.		6			

Did not finish—Mickey Thompson, Cad-Kurtis, engine trouble.

(Continued on Page 6, Cols. 2-5)

Nassau Race Chart

4th RUNNING 250-MILE NASSAU TROPHY RACE, 50 LAPS. OAKES COURSE—5 MILES. NASSAU, BAHAMAS.

SUNDAY, DECEMBER 8, 1957

Pos.	Laps	Car No.	Name	Car	Class Position B	C	D	E	F	G	H
1	50	105	Moss, Stirling	3.5 Ferrari	1						
2	50	98	Shelby Carroll	4.5 Maserati	2						
3	50	3	Hill Phil	4.1 Ferrari	3						
4	49	58	Bonnier, Joakim	3.5 Ferrari	4						
5	49	88	Ginther, Richie	4.9 Ferrari	5						
6	47	84	Said, Bob	2.0 Ferrari				1			
7	47	30	Daigh-Reventlow	2.0 Ferrari				2			
8	47	109	Rodriguez, Ricardo	Porsche RS					1		
9	46	80	Kessler-Helburn	2.0 Ferrari				3			
10	46	18	Collins, Peter	Healey Spec.			1				
11	45	8	Batista, Julio	2.0 Ferrari				4			
12	45	27	Erickson, Ernest	Porsche 550					2		
13	45	25	Andry, Gaston	2.0 Ferrari				5			
14	45	112	Beagle, Eldon	Porsche 550					3		
15	44	44	Greenspun, Gene	3.8 Ferrari	6						
16	43	73	Stearly, Doug	Merc. 300SL			2				
17	43	31	Kolb, Charles	Elva						1	
18	42	45	Fleming, Tom	2.9 Ferrari			3				
19	42	62	Marino, Victor	Lotus XI						2	
20	41	19	Reed, George	Ferrari	1						
21	41	7	Crawford, Ed	Porsche RS					4		
22	40	16	Stiles, Phil	Austin-Healey			4				
23	39	52	Martin, Burdette	Elva						3	
24	36	85	Hanna, Howard	Deutsch-Bonn.							1
25	36	11	Darrin, David	Austin-Healey			5				
26	36	99	Newcomer, Tom	Alfa Romeo						4	
27	33	55	Green, Richard	Porsche Carr.					5		
28	32	46	Sutherland, Hugh	Austin-Healey			6				
29	31	56	Jones, Harry	Porsche RS					6		

Did not finish—77, Chet Flynn, 2.0 Ferrari, 44 laps; 103, Rod Carveth, Aston-Martin, 32 laps; 81, James Kaperonis, Astari Proto, 19 laps; 104, Roy Vernon, MGA, 17 laps; 29, John von Neumann, 2.5 Ferrari, 14 laps; 4, Masten Gregory, 4.5 Maserati, 14 laps; 92, Curt Turner, Corvette, 13 laps; 111, William Infantino, Corvette-Ferrari, 12 laps; 117, Paul Bailey, Renault, 10 laps; 59, Ollivier Gendebein, 2.0 Ferrari, 7 laps; 57, Jack McAee, Porsche RS, 5 laps.

AVERAGE SPEED—101.604mph. TIME—2 hrs. 27 min. 38 sec.

(Note—Bob Said was E winner and handicap winner with a corrected time of 6780 secs. for 47 laps. Also winner of Governor's Trophy Race with corrected time of 2206 seconds for 15 laps.)

Horde of Triumphs Enter Monte Carlo

Standard-Triumph will enter the gruelling Monte Carlo Rally in a big way next month. Four company-sponsored TR-3's, a fifth TR-3 privately entered by a pair of American drivers, and three sedans to be driven by British army teams will compete.

All the TR-3's will be equipped to the Grand Touring Category with hard top, fixed side curtains and full touring and rally equipment. Triumph's official team cars will be piloted by John Waddington and Michael Wood; Maurice Gatsonides and Marcel Becquart; Paddy Hopkirk and J. Struthers Scott, and Annie Soisbault and Patricia Ozanne.

CALENDAR

DECEMBER

18—San Francisco SCC "Year's End Rallye," St. Francis Yacht Club Parking Lot, 7:30 p.m.
22—Renault Owners Club of America, "Slalom," Pan Pacific parking lot, 9 a.m.
24-25—All SCC International St. Nicholas Rallye, midnite.
31—Grand Prix Restaurant, racing enthusiasts' year end party.

JANUARY

5—AHOC "Rallye 'Round the Orange" Mobilgas Station, Rosecrans Avenue at Studebaker Road, Norwalk, 9 a.m.
5—Tri-Angles SCC, Rallye Rendezvous.
9-19—Imported Motor Car Show, Shrine Auditorium, Los Angeles.
11-12—SCCA Florida Region, National, Road Races, Miami.
17-18—CSCC Pomona races.

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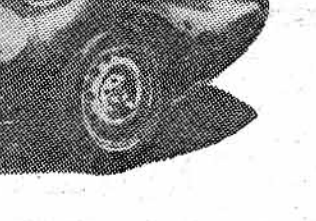

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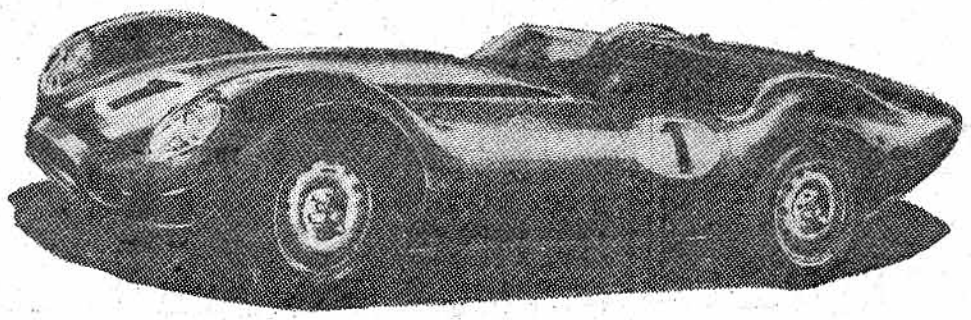

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Firestone Opens New Test Grounds

FORT STOCKTON, Tex., Dec. 3. The world's largest automobile track and tire proving grounds opened here today with a series of tests and demonstrations attended by newsmen and officials of The Firestone Tire & Rubber Company.

Approximately 20 newsmen and officials headed by President Raymond C. Firestone were present for official opening of the rubber firm's Test Center in southwest Texas. The 7.712-mile track is the largest built for either testing or racing.

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• MERRY XMAS 1957

Paramount Race Charts

(Continued from Page 5)

SUNDAY, DEC. 8, 1957

RACE 9—Prod. MG's only. Time: 30m. 45sec. Laps: 17. Avg.: 66.4. Miles: 34.

Pos.	Car No.	Secs. Behind	Name	Car	Class Position F
1	89		Pickering, Ray	MGA	1
2	67	15	Parkinson, Jim	MGA	2
3	186	58	Jackson, Herbert	MGA	3
4	126	61	Stewart, Ed	MGA	4
5	30	63	Turner, Bruce	MGA	5
6	237	88	Taylor, Sam	MG Mk. II	6*
7	92	94	Gleghorn, Jack	MG Mk. II	7*
8	172	1L9	Fahey, Pat	MGTD	8*
9	710	10	Dixon, Harold	MGTF	9*
10	00	13	Davis, Loyal	MHA	10
11	31	110	Yearian, Tom	MGTD	11*
12	134	2L52	Beard, George	MGTD	12*
13	0	57	Honeter, Jim	MGTF	13*
14	148	68	Davis, Wm.	MGTD Mk. II	14*

*Under 1300cc MG.

Did not finish—3, Cliff Hensley, MGTD, sucked valve cover gasket, lost oil, burned out rods; 79, Ken Waterhouse, MGA, made illegal pit entry; 111, Cam Cooper, MGA, lost clutch; 135, Bill Steube, MGTD, all 4 bolts sheared off flywheel; 194, Frank Nichols, MGA, blew out patched hole in head; 198, Harold Armes, hit guard rail on Turn 5.

RACE 10—Prod. over 2000cc. Time: 30m. 40sec. Laps: 18. Avg.: 70.4. Miles: 36.

					C	D	E
1	58		Austin, Jerry	Corvette	1		
2	195	45	Love, William	AC Bristol			1
3	283	52	Porterfield, And.	Corvette	2		
4	98	55	Ruttman, Bert	Corvette	3		
5	166	78	Dickson, Bob	Corvette	4		
6	228	79	Fletcher, Robt.	Merc.-Benz		1	
7	300	100	de Carlo, Vinc	Corvette	5		
8	93	112	Evans, Art	Jag. XK120	6		
9	164	1L13	Windhorst, Bob	Austin-Healey		2	
10	17	26	Harris, Bob	Jag. XK120	7		
11	233	77	Morton, Art	Austin-Healey		3	
12	7	2L17	Kenaston, Robt.	Austin-Healey		4	
13	10	51	Diaz, John	Jag XK140MC	8		
14	311	71	Gaskins, Bill	Corvette	9		

Did not finish—158, Bob Byrd, Corvette, ??; 252, James Coffin, A-H, ??.

RACE 11—Mod. under 1100cc, Prod. under 2000cc and Formula III. Time: 30m. 51sec. Laps: 18. Avg.: 70. Miles: 36.

					E	F	G	H	III
1	331		Bucknum, Ronnie	Porsche Spdst	1				
2	72	5	Moore, Jimmy	Porsche Sup. Sp.		1			
3	510	50	Geslin, Jean	Cooper Norton					1
4	19	52	Michelmore, D.D.	Porsche Carrera		2			
5	711	53	Dixon, Bill	Siata	2				
6	44	66	Monise, Frank	Lotus Mk. XI			1		
7	210	67	Wuetherich, Rolf	Porsche Spy.		3m			
8	219	79	Cadrobbi, Alfred	Porsche Carrera	3m				
9	24	85	Barker, Ed	Porsche Spdstr.		4			
10	4	89	Eastman, Richard	AC Bristol	4				
11	54	91	Hammond, M.	Porsche Spd.		5			
12	263	98	West, Willie	Alfa Romeo Spyd.		6			
13	131	105	Parkinson, Jim	Renault DB				1	
14	48	1L6	Crowder, Gordon	Porsche	5				
15	512	19	Rogers, Dick	Cooper Norton					2
16	116	39	Teichen, Chuck	Porsche Spdst.	6				
17	145	92	Spencer, Lew	Morgan Plus 4	7				
18	521	96	Boskoff, George	Boskoff Matchless					3
19	66	102	Molle, William	Panhard Nichols				2	
20	117	104	Keenan, Pat	Porsche Spdst.	8				
21	32	2L13	Holbrook, Robert	Crosley Spec.				3	
22	41	17	Quattrocchi, F.	TR3	9				
23	33	19	Wilder, Jack	Nichols Panhard				4	
24	75	72	Burgraff, H. C.	Panhard DB				5	
25	68	101	Starbuck, James	Moretti Rdst.				6	
26	114	111	Wheller, Bill	Ninchols Panhard				7	
27	506	3L1	Lamoreaux, T.	JAP					4
28	53	14	Schapel, Rod	Crosley Spec.				8	
29	84	6L18	Doushkess, Bill	TR3	10				
30	1	13L80	Shea, Mike	Nardi-Danese				9	

Did not finish—20, Bob Patton, Alfa Romeo, blew tire; 185, Bill Watkins, Arnold Bristol, fuel starvation; 192, George Spears, Porsche, ??; 501, Harry Morrow, Cooper Norton, oil pump went out, engine seized; 507, Tom Bailey, Echo Norton, broke radius rod; 516, Jim Frank, Cooper JAP, spun, hit rail on Turn 5; 523, Gene Levin, Cooper JAP, gearbox out; 530, Bud Hand, Cooper Norton, gearbox out; 535, Bob Nethercutt, Cooper Norton, brakes & clutch out.

HERRINGTON QUITS

INDIANAPOLIS, Dec. 4 — Col. Arthur W. Herrington resigned from the USAC Board of Directors, his post as Chairman being taken by Thomas W. Binford, local industrialist. Herrington was active for many years on the AAA Contest Board which preceded USAC.

Other officers elected: George M. Ober, V-P for Midwest; Tom Front, V-P for East; J. Gordon Betz, V-P for West; W. P. Nottingham, Sec'y; and Howard Wilcox, Treasurer.

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RACE 12—Under 1500cc main event. Time: 1hr. 12sec. Laps: 38. Avg.: 75.75. Miles: 76.

					F	G
1	50		Miles, Ken	Porsche Spy.	1	
2	118	13	Kunstle, Jean P.	Porsche Spy.	2	
3	81	1L63	Oker, Bob	Maserati 150S	3	
4	102	2L39	Nethercutt, Jack	Lotus Mk. XI		1
5	8	3L55	Miller, Dusty	MG Spec.	4	
6	87	77	Nau, Paul	Lotus Mk. XI		2
7	210	87	Polak, V.	Porsche Spy.	5	
8	44	4L62	Monise, Frank	Lotus Mk. XI		3
9	40	5L61	Kirby, Robert	Porsche 550RS	6	
10	25	6L21	Chaffee, Jim	MG Spec.	7	
11	147	8L22	Mullen, Bob	MG Spec.	8	
12	209	33L47	Bingham, Richard	MG TD	9	

Did not finish—26, Bud Hand, MG Spec., broken axle; 27, Skip Conklin, Lotus XI, blew clutch; 37, Stan Peterson, MG-Simca Spec., swallowed valve; 91, Harvey Mayer, Lotus XI, lost main seal, flooded clutch; 121, Chuck Walker, PMG, Mistrial, bearings out; 150, Fred Newman, Lotus-Climax, blew engine; 202, Bill Shaw, MGTD Spec., bent front axle; 249, Bob Drake, Cooper, pulled in so crew could set up car for women's race.

RACE 13—Women's Race. Time: 14m. .05secs. Laps: 8. Avg. 68.2. Miles: 16.

					C	D	E	F	H	II
1	195		Scott, Linda	AC Bristol			1			
2	249	29	Davis, Mary	Cooper Climax						1
3	193	38	Shutes, Betty	Porsche Spy				1		
4	274	53	Hirsh, Joan	Volvo Spec.		2				
5	164	57	Windhorst, Barb.	Austin-Healey	1					
6	84	80	Doushkess, Ruth	TR3		3				
7	237	1L37	Taylor, Norah	MG Mk. II			2			
8	0	67	Honeter, Rita	MG TF			3			
9	98	73	Hunsinger, Shel.	Corvette	1					

Did not finish—114, Ione Wheeler, Nichols Panhard, lost 2nd gear.

RACE 14—Over 1500cc main event. Time: 1hr. 1 m. 25sec. Laps: 38. Avg. 74.25. Miles: 76.

					C	D	E
1	69		Gurney, Dan	4.9 Ferrari	1		
2	59	18	Oker, Bob	Aston-Martin		1	
3	133	45	Austin, Jerry	D Jag.	2		
4	173	2L32	Love, Wm.	Aston-Martin		2	
5	219	3L38	Cadrobbi, Alf.	Porsche Carrera			1p
6	145	6L80	Spencer, Lew	Morgan Plus 4			2p
7	137	8L70	Sohus, Robt.	Sohus-Larkin	3		
8	204	11L9	Hulette, Don	Jag. Spec.	4		
9	274	14L11.1	Priest, Eric	Volvo Spec.			3
10	711	20L11	Dixon, Bill	Siata			4p
11	23	24L44	Timanus, John	Lotus-Climax			5

Did not finish—21, Harold Dolden, Sparks-Bonney Spec., shocks broke; 101, Stan Peterson, Chev-Healey, wheel studs pulled loose; 122, Dave Dunbar, Mercury Spec., lost front brakes; 124, Jim Firestone, Frazier Nash Bristol, crashed on last lap; 155, Harold Erb, MGTC Spec., front shock mounts loosened.

173 official entries. 289 starters in two days. 59 retirements.

FANGIO WINS BRAZIL RACE

SAO PAULO, Brazil, Dec. 1—The 115-mile Gran Premio de Sao Paulo was captured by World Champion Juan Manuel Fangio of Argentina here today at the Interlagos course. Wheeling a privately-entered Maserati, Fangio clocked the 24-lap affair in 1 hr. 40 min. 37.3 sec.

Second went to Brazil's own Henrique Casini, Ferrari. Francisco Chico Landi, speed king of Brazil, was third in a Maserati. The race was held on a track made unusually dangerous due to rains before and during the contest.

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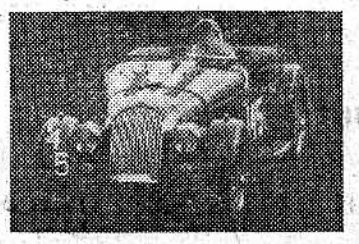

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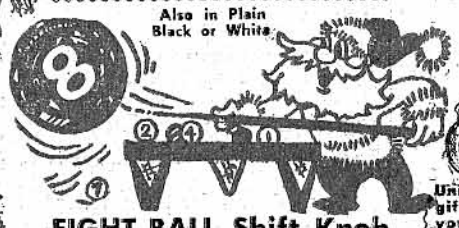

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SUNDAY, DEC. 8, 1957

RACE 1A—Novice Drivers. Prod. under 1500cc; Mod. under 1000c. Laps: 5. Miles: 12.5.

Pos.	Car No.	Name		F	G	H
1	46	Carbajal, R. C.	Porsche 1600 Cpe.	1		
2	30	Beck, Bill	Little Digger			1m
3	111	Dixon, Avery	Porsche SS	2		
4	5	Hambor, Andy	Electron		1	
5	72	Blatt, Bill	Porsche 1500	3		
6	201	Mason, Dick	Alfa Romeo		2	
7	19	Toulomis, Frank	Porsche 1600	4		
8	18	Labhard, Rolf	Porsche 1600	5		
9	23	Chandler, Donald	Porsche 1600	6		
10	45	Peterson, Vern	Porsche 1600	7		
11	6	Randall, Rob	MGA	8		
12	25	Lockwood, Jim	Porsche SS	9		
13	14	Reinbold, Paul	MGA	10		
14	87	Talmage, Don	MGA	11		
15	204	Thomas, Lucien	Alfa Romeo		3	

RACE 1B—Novice Drivers. Prod over 1500cc; Mod. over 1000cc. Laps: 5. Miles: 12.5

				B	G	C	E
1	71	Moore, Bill	Corvette	1p			
2	52	Martin, Jack	Cooper-Climax		1		
3	24	Iben, John	Corvette	2p			
4	8	Wells, Dick	Jag. XK120M			1	
5	202	Lindsay, Jack	TR3				1
6	444	Seargeant, Roger	Morgan Plus 4				2
7	41	Miller, W. A.	TR2				3
8	69	Morgan, W. W.	Ace Bristol				4
9	205	Reeves, Paul	TR3				5
10	78	Mulholland, Ken	TR3				6
11	77	Watts, James	TR3				7
12	22	Hawe, Ronald	TR3				8
13	12	Abbott, Walter	Arnolt Bristol				9
14	206	Brayer, Curley	TR3				10
15	28	Voevodsky, Jack	Townsend Spec.	1m			
16	73	Klingensmith, Bob	Ace Bristol				11
17	4	Tau, Timur	Jag. XK 120			2	
18	222	Spence, William	TR3				12

RACE 2—Prod. under 1500cc; Mod. under 1000c. Laps: 7. Miles: 17.5.

				F	G	H
1	177	Bellows, Dick	Porsche Car.	1		
2	46	Morgensen, Dick	Porsche Coupe	2		
3	19	Leist, Bruce	Porsche SS	3		
4	5	Bird, Tracy	Electron		1	
5	201	Tracey, Frank	Alfa Romeo		2	
6	47	Heuss, Lou	MGA	4		
7	87	Talmage, Don	MGA	5		
8	30	Hough, Boyd	Little Digger			1m
9	18	Labhard, Rolf	Porsche 1600	6		
10	23	Chandler, Donald	Porsche 1600	7		
11	14	Reinbold, Paul	MGA	8		
12	6	Randall, Rob	MGA	9		

RACE 3—Prod. over 1500cc. Laps: 7. Miles: 17.5.

				B	C	D	E
1	27	Voevodsky, Jack	Corvette	1			
2	20	O'Neill, Denny	Corvette	2			
3	8	Wells, Dick	Ja. XK120 M		1		
4	202	Lindsay, Jack	TR3				1
5	73	Klingensmith, Bob	Ace Bristol				2
6	51	Rowe, Jack	Aus.-Healey 100-6			1	
7	444	Seargeant, Roger	Morgan Plus 4				3
8	78	Mulholland, Ken	TR3				4
9	3	Winkleman, Bob	Ace Bristol				5
10	77	Watts, James	TR3				6
11	22	Hawe, Ronald	TR3				7
12	200	Tracey, Frank	TR3				8
13	113	von Drell, Pete	Jag. XK140MC		2		
14	69	Connor, Jim	Ace Bristol				9
15	12	Abbott, Walter	Arnolt Bristol				10
16	4	Tau, Timur	Jag XK120		3		

RACES 4-5 combined—Mod. cars, all classes. Laps: 10. Miles: 25.

				B	C	E	F	G
1	44	Budurin, Alex	Hagemann Spec.	1				
2	106	Howard, Chuck	Maserati 200SI			1		
3	66	Donner, Bob	Porsche Spyder				1	
4	169	Porter, John	Porsche Spyder				2	
5	16	Fox, John	OSCA MT4				3	
6	176	Hall, Terry	Talbot GS		1			
7	86	Heard, Bill	Lotus Mk. XI					1
8	1	Bell, W. G.	OSCA LeMans				4	
9	9	Bird, Tracy	Porsche Spyder				5	
10	52	Grammer, Hugh	Cooper Climax					2
11	28	Voevodsky, Jack	Townsend Spec.	2				

RACE 6—Women's Race. All classes. Prod. Sedans. Laps: 5. Miles. 12.5.

				F	G	H	C
1	171	Pearson, Ron	Volvo	1			
2	7	McGee, Mary	300 SL				1
3	177	Bellows, Norma	Porsche Car.	1w			
4	46	Balchowsky, Ina	Porsche Coupe	2w			
5	72	Blatt, Erna	Porsche	3w			
6	13	Richins, Mel	DKW			1	
7	32	Good, Art	DKW			2	
8	31	Davidson, Cliff	DKW			3	
9	10	Johnson, Donaid	VW		1		

RACE 7—Prod., all classes. Laps: 10. Miles: 25.

				B	C	D	E	F	G
1	71	Moore, Bill	Corvette	1					
2	177	Bellows, Dick	Porsche Car.					1	
3	27	Voevodsky, Jack	Corvette	2					
4	3	Winkleman, Bob	Ace Bristol				1		
5	8	Wells, Dick	Jag. XK120M		1				
6	7	Crispelle, Jim	300 SL		2				
7	46	Morgensen, Dick	Porsche Coupe					2	
8	78	Mulholland, Ken	TR3				2		
9	77	Watts, James	TR3				3		
10	22	Hawe, Ronald	TR3				4		
11	47	Heuss, Lou	MGA					3	
12	41	Duff, Art	TR2				5		
13	19	Leist, Bruce	Porsche SS					4	
14	87	Talmage, Don	MGA					5	
15	51	Rowe, Jack	Aus. Healey 100-6			1			
16	12	Abbott, Walter	Arnolt Bristol				6		
17	23	Chandler, Donald	Porsche					6	
18	222	Spence, William	TR3				7		
19	25	Lockwood, Jim	Porsche SS					7	
20	201	Mason, Dick	Alfa Romeo						1
21	113	von Drell, Pete	Jag. XK140MC Rod.	3					

RACE 8—Mod. All classes; qualified prod. All classes. Laps: 30. Miles: 75. Elapsed time: 59 min., 30.5 sec.

				C	F	G	H	B	E
1	71	Moore, Bill	Corvette					1p	
2	66	Donner, Bob	Porsche Spy.		1				
3	176	Hall, Terry	Talbot GS	1					
4	1	Bell, W. G.	OSCA LeMans		2				
5	21	Baker, R. M.	C-Jaguar	2					
6	177	Bellows, Dick	Porsche Car.		1p				
7	69	Connors, Jim	Ace Bristol						1p
8	86	Heard, Bill	Lotus Mk. XI			1			
9	52	Grammer, Hugh	Cooper Climax			2			
10	46	Morgensen, Dick	Porsche Coupe		2p				
11	19	Leist, Bruce	Porsche SS		3p				
12	30	Hough, Boyd	Little Digger				1		
13	171	Pearson, Ron	Volvo		4p				
14	41	Duff, Art	TR2						2p
15	77	Watts, Jim	TR3						3p
16	20	O'Neill, Denny	Corvette					2p	

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Knew Roads

(Continued from Page 4)

equal opportunity and knew where the checkpoints were, but not the exact distance between kilometer points, which was a disadvantage to the Americans . . . but not so the Mexicans. Nobody advanced proof that any cars did not keep on schedule.

It was a timed run from the five starting cities to Mexico City, with a latitude of 59 seconds allowed either way in designating the ideal elapsed time. The important Mexico City-Acapulco segment was a tough regularity trial in which all legs had to be covered within the scheduled time based on a conservative average speed.

The rallye embraced a total of 39 checkpoints, with 12 to 14 secret ones from Mexico City to the finish at this fabulous port.

Back to the protests—one of the most violent ones, which was given ample space in the Mexican newspapers, was made by Andre Brullard of Mexico, who tied for 19th in a Studebaker with a 34-second error. He claimed all the other pilots had misinterpreted one of the rules (8) having to do with timing from Mexico City to kilometer 21 of the Federal Highway to Cuernavaca. Reports had it that he was flagrantly at fault, the officials maintaining that to abide by his claim would mean disqualification of all entrants except Brullard . . . yet he was not disqualified and was classified in the money.

That case is indicative of some of the admitted inconsistencies associated with the $24,000 rallye.

POSSIBLE CHANGES

Some drivers were notified that all scores would be rechecked by an independent sporting group, indicating there MAY be some changes in the prize list of 40 tandems.

An early rumor was that all of those starting from Torreon would be disqualified for missing a checkpoint, but this later was disclaimed. One worker who was to be at Toluca, where many said they were not clocked in, never showed up. He had been given the official papers—and to this day nobody has seen him. He simply blew the coop.

So big was the tempest that Mexican newspapers carried big paid advertisements in which six clubs said they "doubted the official results . . . recommended the prize money not be accepted, but contributed to the Mexican Red Cross . . . recommended that members in the future do not compete in any

(Continued on Page 9, Cols. 1-3)

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Marie's Clipboard

By MARIE DIXON
(Pinch-Hitting for Myra Jones)

5th Running of the CSCC Paramount Ranch Road Races, December 7 & 8, 1957.

The unusual warm weather we've been having this December prevailed over the race week end. Although it got a little warm on Sunday 80 degrees), it wasn't uncomfortable.

At Riverside, **Mike Roetner** let **Ed Hugus** drive his Alfa in an attempt for the national point championship for under 1300cc. Ed blew the engine while bidding for first place. **Jim Graves, Mike's** mechanic, worked frantically to get the engine rebuilt in time for Paramount only to have Mike blow it again in the first race on Saturday. He threw a rod through the block.

Jack Dair never did get to race his TF, he lost third gear in practice.

It was surprising to see how many cars used the entrance into the pits from turn eight after what was said at the drivers meeting. This was supposed to be for emergencies only.

Rolf Roth, who flipped his Formula III car coming out of turn eleven on Saturday, was in the pits watching the races Sunday with a cast on his left forearm.

All trophies for the modified under 1000cc, both Saturday and Sunday, are being held pending the decision of the Contest Board on a protest.

Jaelav Polak hasn't been in this country very long. When the starter waved a blue and a furled black flag at him at the same time Polak wasn't sure what it all meant. So he pulled into the pits just to be safe.

Jim Parkinson and **Ray Pickering** put on quite a race Sunday despite the fact that Jim lost third gear and Pickering had a blown head gasket.

Straight from the horse's mouth—**Bill Dixon** is seriously thinking of selling his **SIATA V-8.**

In Sunday's race, **John Timanus** blew a head gasket in his supercharged red Lotus and had to make a pit stop. He returned to the course before the race was over and limped around for the checkered flag.

We missed seeing **Harry Hanford, Sr.** drive **Tim Considine's OSCA.** They seem to be having difficulty getting parts.

Bill Pollack never got off the line in **Lance Reventlow's** Formula II car. When he popped the clutch at the start he split the transmission.

Don Hulette's Jag Special looked as though it were tied onto **Jerry Austin's** "D" Jag in the Main on Sunday. He was so close that he nicked the "D" Jag's tail.

It's interesting to note that three of the first four finishers in over 1500cc Modified race both days were drivers who are new to the Big Bore. If **Hulette** can keep that old Jag running for an hour, I'll bet he ends up with a checkered flag one of these Sundays.

Cliff Hensley just spent mucho time putting his TD together only to have it come apart again.

It was unusual to see **Gordon Crowder** in his Porsche instead of the Bristol.

Those little Formula III cars must be reproducting. Did anyone count??? Fifteen in all!

Tod Evans was looking forward to driving Paramount after the good lap times he made at the last practice session in his TF but he didn't get the engine running in time.

The next Cal Club event will be held at Pomona, January 18.

Have a safe and happy holiday. See you next year.

UNSER WINS

RIVERSIDE, Dec. 1—Youthful Jerry Unser, formerly of Albuquerque, N.M., now a Long Beach resident, won the USAC 250-mile stock car race feature here today before an estimated 18,000 fans at Riverside International Raceway.

Unser, driving a 1957 Ford, was timed at 3 hrs. 8 min. 20 sec. He made two pit stops in the supercharged Ford. He fattened his season's point total to 2620, beating out Ralph Moody, Dania, Fla., for the title. Bobby Garrett, Burbank, was 2nd in a '56 Mercury, with San Hanks, Pacific Palisades, third in a '57 Mercury. The race was billed as Hank's racing finale.

250-MILE MAIN EVENT—1. Jerry Unser (1957 Ford), from 3rd; 2. Bobby Garrett (1956 Mercury) from 9th; 3. Sam Hanks (1957 Mercury, from 4th; 4. George Amick (1957 Chevrolet), from 10th; 5. Dick Getty (1956 Chevrolet), from 16th; 6. Rosie Rouselle (1956 Ford), from 11th; 7. George Seeger (1956 Ford), from 19th; 8. Bobby Unser (1957 Ford), from 1st; 9. Dempsey Wilson (1956 Chevrolet) from 32nd; 10. Lloyd Dane (1957 Ford), from 22nd. Winning time—3.08:20.

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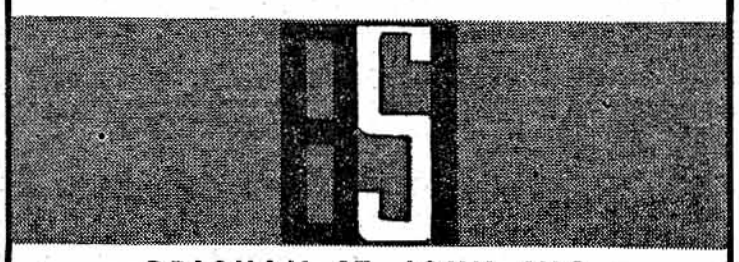

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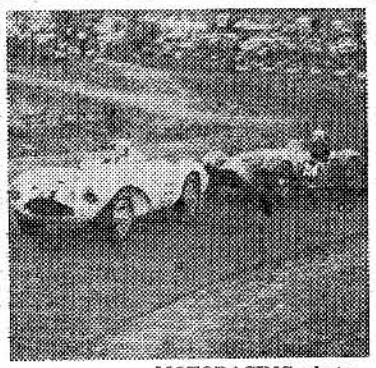
Practice Runs Aid Mexican Drivers in $24,000 Rallye

(Continued from Page 8)

events staged by Enrique Martin Moreno." The potent RODA club also had a voice in one of the ads. It merely recommended an investigation.

PERSONALS— For the most part, the Mexican press, including **Antonio Hernandez** of La Aficion, and **Gustavo Rivera** of Excelsior lambasted the inexcuseable conduct of those giving impetus to the riotous nature of this unforgettable night . . . they also admitted mistakes had been made in staging the rallye, but they did not condemn **Martin Moreno,** the Committee or the 400 workers who assisted along all the various routes. **Hernandez** said **de Leeuw Murphy's** win came as a surprise, but that there was no denying his prowess as one of Mexico's leading drivers . . . **Rivera** wrote in his column: "The rallye had the problem inherent in a competition of National magnitude. These errors will be corrected in the future. But right now we can say the rallye complied with its mission as a sporting event." . . **Jorge Garabay** was perfect host at Guadalajara. He and his charming wife hosted **J. David Orozco,** the L.A. Spanish language radio announcer and travel agent; **Ignacio** and **Margarita Lozano, Marvin** and **Letha Patchen, John Malone, George Cary, Hector Ochoa, Eduardo Davalos, Luis R. Gomez,** secretary of the Guadalajara Club, **Howard Frank** and the writer. Sports commissioners of the rallye were **Pedro Viyao de la Prida,** owner of the Hotel Consul in Mexico City, where many pilots made their Hq., and **Alfonso Villasenor** . . . Another hotelman and rabid racing and rallye aficionado was **Jose Brockmann,** owner of the Francis, who tied for 40th with Navigator **Pedro Ricci** in a Ford. He was one of the three to receive his check (500 pesos) at the Victory fiesta . . .**George Holland** and his group of **Les Scott, Joakim Bonnier, Dr. Armando Moraila, Jr.,** and **Bengt Herrmann** were the guests of **General Maraila** and his son at their hilltop mansion in Acapulco. Also attending a fiesta there were **Allen Guiberson, Paul O'Shea, Gordon Barry. . . Y Yo Holland** was hit with a constricted throat at a fashionable Acapulco night spot, and it was fortunate that Dr. Moraila was a member of the party to attend him . . . **Guiberson** won a $5 bet from **Holland,** made at the Acapulco finish line, when **O'Shea** and **Barry** boomed in ahead of **Holland's** two entries, both out of contention after developing mechanical woes . . . **O'Shea** finished with a savage burst of speed at the finish line here.

A big cheer went up when the three little Simcas, driven by **Miles, Patchen** and **Johnston,** flashed by together at the "meta" . . . **Bengt Herrmann,** who drove **Bonnier** to the airport, where he took off for Nassau, escaped injury when he smashed the Volvo into a cow on the return to the city. The car was demolished. **Dr. Moraila** and **Holland** had to go to the local clink to spring him . . . The group from Torreon included quite a personality in the person of **Bette Ford,** the bullfighter from New York who has been living in Mexico for the last four years. She will resume bullfighting in the Spring, when she will be completely recovered from a gored hand. At the Las Hamacas Hotel she was in a party that included starters from Torreon and Guadalajara—**Dr. Rodriguez Miranda, Don McQuilken, Ken Sharp, Don** and **Maxine Royer, Paul O'Shea, Gordon Barry, Walt** and **Joyce Glassett** and their son, **Wally . . . Carroll Shelby,** the renowned sports car driver from Dallas, although not here, sponsored three entrants—**Blackman, Connant** and **Schroeder** and their navigators.



—MOTORACING photo

MAIN event action mostly was provided by Don Hulette, 204, Jag Special. He's shown pressing Bob Oker, 59, Aston-Martin, on Turn 5, and passed him for second place shortly after photo was taken. He later retired as torsion bar broke when he hit Paramount rail.

Corvette Phoenix Surprise

(Continued from Page 1)

the rear end went out and he was dead with but two miles to go for a well-earned win. Some of the turns had a bad washboard surface and Budurin figures that the high-torque Chrysler engine was too tough on the tortured rear end.

With the Hagemann Special out, Moore took the checkered flag, with Bob Donner and Terry Hall following in order. The course was plentty tough on cars and many familiar faces ended their races in the pits with a bad case of no-goes.

AVOIDS BARBECUE

Johnny Fox took the ex-Bill David OSCA off the starting line ala 4.9 Ferrari and reached the first turn with the clutch in flames. Not wishing to be fried so early in life, he retired to the condolences of Bob Allinger. Johnny Porter was well up among the elite and worrying Bob Donner when old No. 169 got tired and blew.

One of the big threats folded when Jack Hinkle, Wichita, Kan., was sidelined with valve trouble after leading the field in a warm-up race. Hinkle and Charley Howard drove identical 2-liter Maseratis and the new cars gave great promise of being going machines until they folded with a bad case of the stops.

The co-featured all-classes production race was also won by Moore in the Corvette, which was fair warning of things to come. Dick Bellows, of Phoenix, was second in a Carrera, and Jack Voevodsky's Corvette took the third-place trophy. This race featured the largest field of the day and the field adapted the herd technique of self-preservation, to-wit: never a dull moment and a well-earned win for the front-runners.

PLEASED WITH GATE

The 7-race program was sponsored by The Thunderbirds, a local group within the Phoenix Chamber of Commerce. They were pleased with the gate and also their initiation into road racing, so this event will no doubt be an annual event in the future. In spite of the competing Paramount races and local sprint race, it was a financial success, so with better timing it could develop into a major event on the West Coast calendar.

There were no accidents and the only casualty was burns received by Cal Bailey when his Corvette broke a fuel line and was ignited by an illegal exhaust pipe. He was discharged from the hospital after two days of treatment.

Race Chairman Chalmers Hall and Regional Executive Jim Hernley are to be congratulated on their initial effort and Phoenix will now take its place on the West Coast racing calendar. The boys should get an 'E' for effort.

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Moss Scores at Nassau; Crawford Porsche Standout

(Continued from Page 1)

100.669mph and the time 59m 36s.

The big race saw the stocky, balding Briton win by 1m5s over Carroll Shelby, Dallas, America's No. 1 sports car driver, piloting John Edgar's big 4.5 Maserati.

Then came another former Nassau champion, Phil Hill, Santa Monica, Calif., in George Tilp's 4.1 Ferrari; 4. Joakim Bonnier, Stockholm, 3.5 Ferrari; 5. Richie Ginther, Santa Monica, 4.9 Ferrari; 6. Bob Said, Pound Ridge, N.Y., 2.0 Ferrari; 7. Chuck Daigh, Long Beach, Calif., Lance Reventlow, Hollywood, Calif., 2.0 Maserati; 8. Ricardo Rodriguez, Mexico City, Porsche RS Spyder; 9. Bruce Kessler, Beverly Hills, Calif., Bill Helburn, New York City, 2.0 Ferrari; 10. Peter Collins, London, England, 2.6 Healey-Ferrari Special.

Only Moss, Shelby and Hill finished in the 50th lap, and they ranged down to 46 laps through the first 10 places.

FLASHY YOUTH

Actually, one of the most fantastic performances was turned in by Rodriguez, who will be 16 years old in two months. He was 8th overall, 1st in class F, and by all rights should have been 6th overall.

Holding down 6th for a good share of the way, he made a 30-second pit stop on the 30th lap for 10 gallons of gas. Five laps later he lost nearly 1½ minutes when he ran into fuel pump trouble coming out of the main straight. And he lost the two places for sure, allowing Said and Reventlow to pass him, when a broken gear lever forced him to run the tail-end of the race in 3rd gear only.

Rodriguez was a sensational hit here, although he was outdone by Eddie Crawford, the 27-year-old speedster who has been driving a Porsche for 6 years (Ricardo started with his RS last May).

FANS' FAVORITE

As the Bahamas News Bureau said, "Ricardo caught the fancy of the fans as no other driver since the late Marquis Alfonso de Portago, driving with the same fine combination of skill and daring." More photographs were taken of Ricardo and his 17-year-old brother, Pedro (who drove a 2-liter Ferrari), than any other drivers here, including the great Moss.

Crawford went out with a broken axle after completing 41 laps.

Two factors also helped Stirling in his victory: 1. the Ferrari he drove, which was loaned today by Jan de Vroom to Temple Buell, of Denver, and 2. Shelby's being held back by a flagman after a pit stop on the 30th lap when he held a 1m10s lead over the rugged Englishman.

Moss was to drive an allegedly hot 3.7 Aston Martin Special, but yesterday he loaned it to Ruth Levy, Brentwood, Calif., for the women's races. As she did last February at New Smyrna Beach, Fla., with a big car (Ferrari), Ruth went into a turn too hot, flipping twice. She wound up with six stitches on one arm, but the car was almost a total wreck. Ruth is **good** in a Porsche, period.

BUELL A BUDDY

Prior to this, Moss was unable to get anywhere with the Aston Martin. Because of its canine qualities, nobody was giving Moss any kind of a rumble against such drivers as Shelby, Hill and Masten Gregory in today's big race. But when the Aston Martin was wrecked, he had to look for a ride, and Buell came up with the 3.5 Ferrari.

Ruth actually did Moss a big favor, whether the Aston Martin people, including Rex Woodgate, like it or not.

Shelby's 23-second pit stop was a beauty, with Edgar's noted mechanic, Joe Landaker, in charge. They changed the two rear tires and put in five gallons of fuel.

Carroll thundered to the exit, where the flagman held him between 10 and 15 seconds. At this juncture of booming it out, the clutch went out on the 4.5 Maser. This enabled Moss to catch up.

The Dallas flyer had been lapping consistently at 2:56 during the early going, and the Edgar strategy called for him to lower the time to 2:53 for the last half of the race.

In addition to going the last 20 laps without a clutch, the car developed steering trouble and Shelby could hardly turn it to the left, winding up with a stiff right arm.

But this is not intended to distract from Moss' victory, for he is of proven mettle, having finished 2nd to World Champion Juan Manuel Fangio of the Argentine the last two years.

And additionally, those are the fortunes and breaks of racing.

The early leader was Masten Gregory, of Kansas City, Mo., tooling Buell's 4.7 Maserati, the one he raced last month at Riverside. He was followed by Hill, Moss, Ginther, Bonnier, Shelby, John von Neumann, Hollywood, 2-5-liter Ferrari Testa Rossa, and Crawford in the Porsche RS.

On the 3rd time around, Moss passed Hill, and there was quite a gap after the first three. Moss took the lead from Gregory on the next tour, holding it through the 7th, when Gregory again moved in front.

DRIVE SHAFT SHOT

Gregory stopped briefly on the 13th, telling Buell he thought there was something wrong with the Maser's suspension. But that was not the trouble. On the next whirl he was out for good. It was the drive shaft.

Von Neumann was going nicely, holding down 5th place after Gregory had made his first pit stop, but he, too, was hors d'combat when the rear-end went out.

Shelby got off to a bad start in the field of 43 cars. The start was of the LeMans type. But the Texan didn't horse around. He was 6th first time around, and after Gregory went out, Carroll passed Hill on the 18th. On the 25th he flew past Moss to take the lead.

FAST PIT STOP

Then Moss made a beautiful pit stop, directed by Woodgate, for rear tires and fuel. This writer did not catch the actual time, but it must have been as fast or faster than Shelby's. But then an unfortunate thing happened. The Ferrari would not restart. They had to push it to get it going, and it was 1m22 before he was able to pull out.

Four laps after Shelby's pit stop, Moss overtook him and stayed in front until the finish. Moss was driving beautifully, booming down the straights like a bomb and cornering like the champion he is. Now he was gaining about 4 seconds a lap on Shelby around this 17-bend course, probably the world's fastest closed sports car circuit. At this juncture Moss was cutting laps of 2:54-2:55.

With 5 laps to go, the Briton was gaining steadily and held a 36-second margin over the fading Shelby. This he increased to 1m5s at the finale.

There was only one mishap. Rod Carveth, wealthy sportsman from San Mateo, Calif., misjudged his speed in the darkness of the last few laps and hurtled his 2-liter Aston Martin off the 3800-foot Sassoon straight. He crashed through the fence.

The accident was undetected by officials. Carveth walked back to the officials' stand and collapsed. At Princess Margaret Hospital his injuries were found to be minor, and the next night, resplendent in dinner jacket, he was able to walk up for an award at the lavish International Motor Ball, held at the British Colonial Hotel.

SAID 'CAP VICTOR

Class C cars swept the first 5 places. Then came Said in the E Ferrari. He also was adjudged the handicap winner with a corrected time of 6780 secs. for 47 laps. Additionally, he was the handicap winner of the Governor's Trophy Race with a corrected time of 2206 secs. for 15 laps.

The 2nd class E car, Reventlow's Maserati, was driven by Daigh during the first part of the race and Lance later.

Kessler drove Helburn's 2-liter class E Ferrari for 195 of the 250 miles. Helburn drove it the last 55 miles and was losing from 15 to 17 seconds a lap.

Crawford, who stuck a new engine in his Porsche RS for last Sunday's Nassau Tourist Trophy Race after he found he had plenty of competition in Rodriguez, was in an excellent 5th overall position in today's big event when he was forced out.

TRAIL MOSS

Following Moss in the earlier 100-miler were Ginther, Edgar's 4.9 Ferrari; John Fitch, 2-liter Maserati; Rodriguez, Porsche RS (probably his best effort of the week); Reventlow, 1475cc Cooper, and von Neumann, in his new 3.6 Ferrari, which he found unsuitable for the course.

One of the highlights was the duel between Fitch and Rodriguez. Fitch took 3rd place from him halfway in the 20-lapper. There was little more than a car length separating Fitch and the sensational Mexican boy as they streaked past the checkered flag.

Fitch's car developed mechanical trouble in the closing stages and he was unable to start in the following race.

Some of the top drivers used this one as a test deal or to run in their tires. Hill stayed in only five laps and found the tires weren't right. Shelby came in early, too, to change plugs and adjust the front tire pressure for the big race.

Moss stayed the route, however. This was his first race in a Ferrari and he had to learn in a hurry. He did.

WRITER TOPS

Top woman driver in this was personable Denise McCluggage, sports car writer for the New York Herald Tribune and America's No. 1 feminine driver. She finished 9th overall in her Porsche RS Spyder. Denise also won both of yesterday's women's races. She had beaten Ruth Levy, driving Moss' Aston Martin, in the first one. It was in the 2nd 5-lap heat that Ruth flipped, scaring the living daylights out of everyone and Denise more than anybody.

The two most important races on Friday were 15-lappers—the Governor's Trophy Race for B, C and D cars and another for E, F and G cars.

The former was won by Hill, who blew a tire (Firestone) on the final lap while racing at 140 mph. He finished at 80mph, 9 seconds in front of Gregory. Then came Shelby, Moss (in the Aston) and Ginther. Hill averaged a fantastic 103.886mph, and at this point he became the favorite to win today's 250-miler. But Tilp's 4.1 Ferrari never ran up to this standard again.

CRAWFORD SCORES

Crawford won the race for the smaller cars, followed by Rodriguez, Said, McCluggage and Ernie Erickson, Porsche RS. He averaged 100.074, which is really moving for a Porsche.

Pedro Rodriguez finished 9th overall in his 2-liter Ferrari.

The 5th race in point of importance, held last Sunday, was the 34-lap, 102-mile (this one was held on the 3-mile course) Nassau Tourist Trophy. It was won by Gregory, who was followed by Ginther, von Neumann, Crawford. Winning average was 99.270mph. Ricardo Rodriguez blew a tire, forcing him to the pits and he finished 14th. Pedro spun out. Art Bunker swerved to avoid him, flipped several times, but emerged only with a cut hand.

Other winners during the week were Curtis Turner, Corvette, grand touring; Charles Dietrich, ELVA, G & H; Crawford, Porsche, E & F; Hill, Ferrari, B, C & D; Crawford, Porsche race; Jim Orr, AC Bristol, and Phil Stiles, Austin Healey, mixed Bristols and Healeys. Orr was 1st overall, Stiles 5th.

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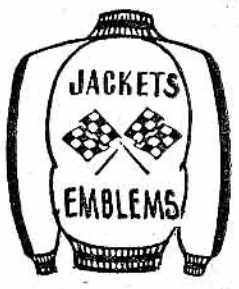

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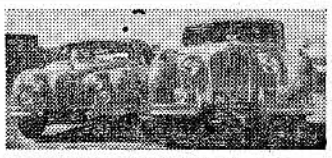

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Letters

(Continued from Page 2)

pay. They also have to pay assessments from time to time and for us to have the public come in and share in our own money would be ridiculous. We have never made a cent on running a Concours and in many occasions have gone in the hole. It takes a long time to prepare for a Concours. During the last Concours at the St. Jo Hospital in Burbank, several of our members worked at the Councours grounds three days in advance and two of them slept on the grounds for two nights before the Concours in order to have all preparations ready. Many wives of the members of our organization are now devoting hundreds of hours per month on Concours work and I would further like to state that it took from 8 in the evening until past midnight for five of us to prepare the type of work necessary for the last Concours held at the St. Jo Hospital.

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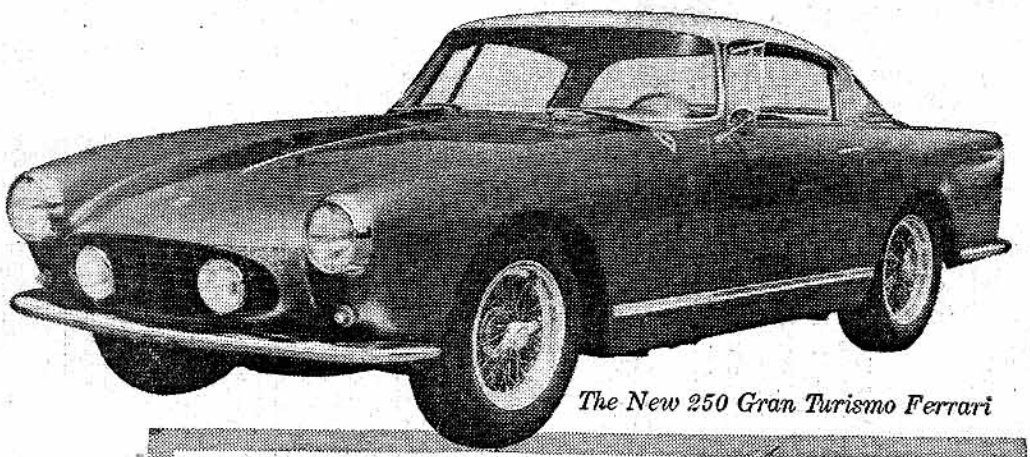

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